

Applicant : R. Scott Repp and Pamela M. Stallman  
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After "No. 898,094, filed June 12, 1992," please insert -now issued as

ab United States Patent No. 5,443,673,--.

Page 20, line 3:

After "No. 897,764, filed June 12, 1992," please insert -now issued as

a7 United States Patent No. 5,331,784,--.

Page 20, line 7:

After "filed March 5, 1993," please insert -now issued as United States

a8 Patent No. 5,544,458,--.

Page 24, lines 4-16:

Please delete the existing ~~Abstract~~ and insert the following therefor:

--A method for making a window assembly for vehicles includes applying a layer of adhesion promoting primer to at least one of an opaque frit layer on a window panel or a mounting member to be bonded to the window panel, applying an adhesive to at least one of the frit layer or mounting member, and forming a joint which bonds the mounting member to the window panel by engaging the mounting member with the frit layer such that the primer and adhesive are disposed therebetween. The joint is capable of withstanding a straight pull load of greater than at least 150 pounds applied at a rate of 25 millimeters per minute without failure.

IN THE CLAIMS:

Please cancel original claim 1 without prejudice.

Please add new claims 2-35 as follows prior to examination and prior to calculation

of the filing fee:

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A method for making a window assembly for vehicles comprising:

- 1) providing a window panel having a frit layer on at least a portion of one surface of said panel;
- 2) providing at least one mounting member for attachment to said window panel, said mounting member having an attachment portion for mounting said mounting member on said window panel;
- 3) applying a layer of adhesion promoting primer to at least one of an area of said frit layer on said window panel and said attachment portion of said mounting member;
- 4) applying an adhesive on at least one of said area of said frit layer on said window panel and said attachment portion of said mounting member; and
- 5) forming a joint by engaging said attachment portion of said mounting member with an area of said frit layer on said window panel, said adhesive and primer layer being disposed therebetween, and curing said adhesive disposed therebetween whereby said mounting member is bonded to said window panel, said joint being capable of withstanding a straight pull load of greater than at least 150 pounds applied at a rate of 25 millimeters per minute without failure.

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The method of claim 1 wherein said joint is capable of withstanding a straight pull load of greater than at least 250 pounds applied at a rate of 25 millimeters per minute without failure.

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The method of claim 2 wherein said joint is capable of withstanding said straight pull load after immersion of said joint in water at 80° C for at least 100 hours.

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The method of claim <sup>1</sup>/~~2~~ wherein said joint is capable of withstanding said straight pull load after immersion of said joint in water at 80° C for at least 100 hours.

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The method of claim <sup>1</sup>/~~2~~ including cleaning at least one of said area of said frit layer and said attachment portion of said mounting member before applying at least one of said primer layer and said adhesive.

The method of claim <sup>5</sup>/~~6~~ wherein said cleaning includes cleaning at least one of said area and attachment portion with an alcohol.

The method of claim <sup>1</sup>/~~2~~ including providing said mounting member as a hinge selected from the group consisting of metal, plastic and composite material.

The method of claim <sup>7</sup>/~~8~~ including providing a second of said mounting members as a latch mount and forming another of said joints between said latch mount and another area of said frit layer with said primer and adhesive therebetween at a position on said window panel spaced from said hinge.

The method of claim <sup>9</sup>/~~10~~ including selecting said adhesive from the group consisting of moisture-activated adhesives, thermally-activated adhesives, chemically-activated adhesives, aerobically-cured adhesives, anaerobically-cured adhesives, and radiation-cured adhesives.

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The method of claim 2 including applying a moisture activated adhesive to at least one of said area of said frit layer and said attachment portion of said mounting member.

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The method of claim 2 including applying a thermally activated adhesive to at least one of said area of said frit layer and said attachment portion of said mounting member.

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The method of claim 2 including applying a chemically activated adhesive to at least one of said area of said frit layer and said attachment portion of said mounting member.

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The method of claim 2 including applying an activated adhesive to at least one of said area of said frit layer and said attachment portion of said mounting member.

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The method of claim 2 including applying a urethane adhesive to at least one of said area of said frit layer and said attachment portion of said mounting member.

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The method of claim 2 including selecting said primer from materials comprising at least one of silanes, titanium coupling agents and zirconium coupling agents.

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The method of claim 2 including applying said primer with an applicator selected from the group consisting of a dauber, a wipe and a spray.

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The method of claim 2 including applying said adhesive with at least one of a glue gun, a caulking gun, a robotic applicator, and a conveyor applicator.

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A method for making a window assembly for vehicles comprising:

1) providing a window panel having a frit layer on at least a portion of one surface of said panel;

2) providing a hinge for attachment to said window panel, said hinge having a mounting portion for mounting said window assembly on a vehicle and an attachment portion for bonding said hinge to said window panel;

3) applying a layer of adhesion promoting primer to at least one of an area of said frit layer on said window panel and said attachment portion of said hinge;

4) applying an adhesive on at least one of said area of said frit layer on said window panel and said attachment portion of said hinge; and

5) forming a joint by engaging said attachment portion of said hinge with an area of said frit layer on said window panel, said adhesive and primer layer being disposed therebetween, and curing said adhesive disposed therebetween whereby said hinge is bonded to said window panel, said joint being capable of withstanding a straight pull load of greater than at least 150 pounds applied at a rate of 25 millimeters per minute without failure.

The method of claim 19 wherein said joint is capable of withstanding a straight pull load of greater than at least 250 pounds applied at a rate of 25 millimeters per minute without failure.

The method of claim 20 wherein said joint is capable of withstanding said straight pull load after immersion of said joint in water at 80° C for at least 100 hours.

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The method of claim ~~19~~ including cleaning at least one of said area of said frit layer and said attachment portion of said hinge before applying said primer layer and said adhesive.

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The method of claim ~~19~~ including selecting said adhesive from the group consisting of moisture-activated adhesives, thermally-activated adhesives, chemically-activated adhesives, aerobically-cured adhesives, anaerobically-cured adhesives, and radiation-cured adhesives.

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The method of claim ~~19~~ including applying a urethane adhesive to at least one of said area of said frit layer and said attachment portion of said hinge.

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The method of claim ~~24~~ including selecting said primer from materials comprising at least one of silanes, titanium coupling agents and zirconium coupling agents.

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The method of claim ~~19~~ including selecting said primer from materials comprising at least one of silanes, titanium coupling agents and zirconium coupling agents.

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A method for making a window assembly for vehicles comprising:

1) providing a window panel having a frit layer on at least a portion of one surface of said panel;

2) providing a latch mount for attachment to said window panel, said latch mount having a mounting portion for mounting at least one of a latching mechanism and actuating mechanism thereon for opening and closing said window assembly when mounted on a vehicle, and an attachment portion for bonding said latch mount to said window panel;

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3) applying a layer of adhesion promoting primer to at least one of an area of said frit layer on said window panel and said attachment portion of said latch mount;

4) applying an adhesive on at least one of said area of said frit layer on said window panel and said attachment portion of said latch mount; and

5) forming a joint by engaging said attachment portion of said latch mount with an area of said frit layer on said window panel, said adhesive and primer layer being disposed therebetween, and curing said adhesive disposed therebetween whereby said latch mount is bonded to said window panel, said joint being capable of withstanding a straight pull load of greater than at least 150 pounds applied at a rate of 25 millimeters per minute without failure.

The method of claim <sup>26</sup>~~27~~<sup>28</sup>~~27~~ including selecting an actuating mechanism from the group consisting of an overcenter hinge, a pneumatic actuator, an electric actuator, and a cable actuator, and securing said actuating mechanism to said mounting portion of said latch mount.

The method of claim <sup>27</sup>~~27~~<sup>28</sup>~~29~~ wherein said joint is capable of withstanding a straight pull load of greater than at least 250 pounds applied at a rate of 25 millimeters per minute without failure.

The method of claim <sup>28</sup>~~29~~<sup>29</sup>~~30~~ wherein said joint is capable of withstanding said straight pull load after immersion of said joint in water at 80° C for at least 100 hours.

The method of claim <sup>26</sup>~~27~~<sup>30</sup>~~31~~ including cleaning at least one of said area of said frit layer and said attachment portion of said latch mount before applying said primer layer and said adhesive.

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